NEW-FORK BAILY THIRDHER, KATURDAY, DECEMBER O. GOL-THIMB SHEET

BROOKLYN FRADDS Transferment on which

NEW-YORK, SATURDAY, DECEMBER 20, 1873.-TRIPLE SHEET.

WASHINGTON.

THE CURRENCY PROBLEM. A PLAN FOR RESUMING SPECIE PAYMENTS AND AT THE SAME INFLATING THE VOLUME OF CURR-

WASHINGTON, Dec. 19 .- An experienced banker, who has given great attention to questions of national finance, talking with a member of the Banking and Currency Committee lately, urged a plan for resuming specie payments and at the same time affording the increased volume of currency for which the West and South are so clamorous. "Let the Treasury issue \$100,000,000 of bonds," he said, "and sell them for gold, and at the same time bring the greenback circulation up to \$400,000,000. The gold thus obtained with that now in the treasury, would be ample according to experience under the old State banking system, to float the whole body of greenback circulation under a resumption of *pecie payments. Then let there be an additional issue of National bank notes to the extent of \$100,000,000, with a provision authorizing the banks to redeem their notes in either greenbacks or gold The additional paper money thus secured, with the gold that would be released by resumption and thrown into circulation as currency, would afford

The objection of the member of the Banking Committee to this scheme was not that the inflation it provides for would be a damage to the country instead of a benefit, for he is an inflationist, but he said that resumption could not be maintained for any considerable time so long as the balance of trade is against us at the rate of \$60,000,000 a year. The gold would soon be drained from the Treasury, he argued, and then a corner would be made in Wall-st. to force the Government

inflation to the fullest extent required."

THE PRINTING ABUSE.

ANOTHER STEP IN THE DIRECTION OF REFORM-A BILL ADOPTED BY THE SENATE REPEALING THE LAW REQUIRING THE PRINTING OF DOCUMENTS FOR POPULAR DISTRIBUTION. [BY TELEGRAPH TO THE TRIBUNE]

WASHINGTON, Dec. 19 .- The Senate has taken another step toward reforming the public printing abuse. It has for several years been the law that of certain annual reports the public printer shall, without any resolution directing him to do print an extra number for general distribution; that is, make an edition of from 20,000 to 30,000 of them in addition to 1,600 printed for the use of the two Houses and those supplied to the Departments. One of those documents is the abridgement of the annual reports, of which the law requires \$5,600. Mr. Anthony reported from his committee to-day a bill repealing the law requiring the printing of this document, and urged immediate action, since if the bill was not passed before the recess, the Public Printer would have to ro on and get out the edition. A debate of course ensued, in which several Senators avowed thempelves as in favor of reviving the franking privilege, but opposed to allowing any more extravagant printing, unless a way of sending the documents free through the mails was devised.

Mr. Sargent said that the ink, presswork, paper, and binding for the agricultural report, now in type, should the House resolution pass, would cost 38,000. Mr. Sherman moved to amend the bill by making it suspend all laws and resolutions authorizing extra documents to be printed for popular distribution, and the bill, as thus amended, was passed. Although the House did not act upon this bill, the Public Printer will not, probably, go on with the work during the recess. The passage of this bill by the Senate will suspend the printing of the following, among other documents: 10,000 copies of the report on exports and imports; 35,000 copies abridgement annual Executive reports; 7,000 copies commercial relations; 6,000 copies diplomatic correspondence, two

It is but fair to the Public Printer to state one fact that Mr. Anthony mentioned in the debate today, and that is, that all of the blanks, &c., used in the several Departments are now printed at the pubhe printing office at half the cost to the Government which would be charged by outside firms. The fault he not that the printing that is done costs too much but that there is too much of it done. For this, Cengress alone and not the Public Printer is re

THE CIVIL RIGHTS BILL. THE BILL THE REGULAR ORDER IN THE HOUSE-SPEECHES BY MESSES. BUTLER, BECK, AND INT TELEGRAPH TO THE TRIBUNE.

WASHINGTON, Dec. 19 .- The Civil Rights bill of the Judiciary Committee was the regular order in the Honse to-day, and short speeches were made upon it by Messrs. Butler, Beck, and Rainey. Mr. Butler wanted a vote to-day, but Alex. H. Stephens appealed for more time, saying that he wanted to cebate the bill, and was not well enough to do so now. An arrangement was made for the discussion to continue until the second day after the recess.

The key note of the opposition to the measure on The part of the Democrats was struck by Mr. Beck, who argued that it infringed upon the constitutional rights of the States, by assuming for the General Government powers that belonged to them. He quoted a late decision of the Supreme Court to prove 2hat United States citizenship and State citizenship were different things, and said that the rights of citizenship proposed to be enforced by the bill were net guaranteed by the Constitution or by the Fourteenth Amendment, but were matters for the States to regulate. He wanted the negro to have all his rights, but the bill would injure him instead of benefitting him. The effort to force black children into white schools would break up the schools and deprive the negroes of the opportunity they now had of getting an education. He detracted considerable from the effects of what was an able speech by his intemperate conclusion, in which he charged that the object of the Republicans in passing the bill was to create a revolution in the South, so as to put it

under bayonet rule again. Mr. Rainey, a colored member from South Carolina, made a strong appeal for equal rights and privbleges for his race, describing the insults which they had to endure because of their color; their exclusion from hotels, restaurants, and places of amuse ment, and saying that even when they paid the last debt to nature, which brought all men to a common level, there were discriminations made against them

in the place of their burial.

THE HOLIDAY RECESS. MOTIVES OF PUBLIC POLICY INDUCE SENATORS TO VOTE FOR THE ADJOURNMENT-BELIEF THAT THE MENATE WILL BE ABLE TO ACT MORE INTEL-

LIGENTLY ON IMPORTANT QUESTIONS AFTER THE INT TRLEGRAPH TO THE TRIBUNE.)

WARRINGTON, Dec. 19 .- The Senate found out, tomay, what every careful observer of its proceedings knew before that there were so many diverse view on the repeal of the Bankruptcy act that it would be impossible for that body to agree on any measure in two weeks, should it remain in session. Severa Senators who voted for the holiday recess this afternoon, did so from motives of public They say that the business of the country is improving day by day, and will be in a much more healthy condition on the 5th of January than it is now. The cry for expansion of the currency will not be so loud, and Congress will be able to act upon the financial question much more calmiy than it would now. The majority of the written speeches that have been made on this

subject in the Senate have done more harm than good. No one who has written a speech on this sub ject, except Senator Fenton, has apparently brought to its discussion a careful study of the principles that underlie it, and the majority of the speeches that are to come will probably be no better than those already read. After the recess the Senate will be able to take hold of the Pinchback case and handle it more understandingly. Very few expected a report from Mr. Morton's Committee for weeks to come, and very few Senators were prepared for the debate. Some of them, at least, will spend a part of the recess in reading the testimony taken and the report made last Winter.

THE CHORPENNING CLAIM.

MR. CESSNA REVIEWS THE HISTORY OF THE CLAIM AND URGES ITS RE-EXAMINATION-AN ANGRY DEBATE BETWEEN MESSRS. DAWES AND CESSNA IBY TELEGRAPH TO THE TRIBUNE.

WASHINGTON, Dec. 19 .- With the return of Mr. Cessna to Congress, the celebrated Chorpenning claim has again come to the surface. It was Mr Cessna who, in 1870, introduced and pressed the res olution directing the Postmaster-General to settle the claim, and he had to bear the brunt of Mr. Dawes's furious attack upon it a few days later. He said nothing in reply when Mr. Dawes charged him then with imposing a monstrous fraud upon the House. To all appearances he was annihilated, and when he went out of Congress a few weeks later any one who should have predicted that he would ever return would have been thought insane. He did the best thing possible to vindicate himself. At the next election he went before me people of his district as a candidate, and they declared their confidence in his integrity by reclecting him. To-day he presented a petition from more than 200 leading citizens of Somerset County, Penn., who assert their belief in the honesty of Mr. Chorpenning and in the justice of his claim, and ask that it may be investigated. .

Getting the floor for a personal explanation, Mr. Cessna reviewed the History of the claim, stated the charges made by Mr. Dawes against it in the XLIst Congress, and the answer of his constituent, Mr. Chorpenning, to them. These answers charged misrepresentation and unfairness upon Mr. Dawes, and raised important questions of veracity. If the statements were sustained, they would put Mr. Dawes in the position of having killed an honest claim, and having branded an honest man as a swindler, without evidence, and without giving his victim a chance to be heard in his own defense.

Mr. Dawes left his seat while Mr. Cessna was reading his manuscript, and took a chair directly in front of him. Borrowing a page of the manscript containing some severe sentences, he went back to his place, and when Mr. Cessna sat down he made an excited reply, condemning the Pennsylvania member for arguing the case in advance, and stating that the report or a Committee of the House was false, and that no fair, intelligent, or lecal investigation of the claim was ever made. In this Mr. Dawes was wrong, for Mr. Cessna had only stated the allegations made by Mr. Chorpenning, without indersing them. He said as much in reply Mr. Beck then questioned him sharply about his silence in the XLIst Congress, when the claim was first denounced. Mr. Cessna's excuse was that he did not understand the case thoroughly, and did not want to appear as trying to get money from the Treasury for a constituent on a claim which any one thought not right. He declared that neither he nor Mr. Chorpenning had been heard by Mr. Dawes's committee before the report was made.

Mr. Dawes said that Mr. Chorpenning's lawyer wa told be could have a bearing, and declared that there had been a full investigation in both the House and the Senate. After considerable talk, which was sufficiently ill-tempered to attract the attention of the entire House, although strictly parliamentary, the affair ended by Mr. Cessna saving that he wished time to consider what Committee he would ask to make the investigation, and Mr. Dawes intimating that any Committee would bring in the same verdict on the claim that they had done.

CURRENT TOPICS AT THE CAPITAL.

THE POWER OF CONGRESS TO REGULATE RAILEOAD CHARGES.

WASHINGTON, Friday, Dec. 19, 1873. The House was fairly committed to-day to the theory that Congress has power to regulate the charges on railroads by adopting a resolution offered by Mr. Cotton of Iows, directing the Committee on Railways and Canals to inquire whether the tariff of the road for freight and passengers between Rock Island and Omaha was reasonable, and if not, to report what measures are necessary to compel the road to make them so. This resolution will undoubtedly be followed by many similar ones, which will open a determined warfare upon the principal railroads of the West. Another movement in the same direction was a resolution of Mr. Luttrell, instructing the Judiciary Committee to bring in a bill to enforce the repayment by the Pacific Railroads of the interest the Government has paid on their bonds. According to the preamble of Mr. Luttrell's resolution, the Government has already paid \$20.447,988 as interest on the bonds of the Union Pacific Central Pacific, Kansas Pacific, and Slou x City and Pacific roads, and must shortly pay \$1,292.470 more. The resolution was objected to and not received.

THE CASE OF ASSISTANT-TREASURER HILLHOUSE OF

The Ways and Means Committee discussed to-day the proposition to relieve Assistant-Treasurer Hillhouse of New-York of his responsibility for the loss, by the em bezzlement of his stamp clerk, of property to the amount of \$180,000 belonging to the United States. No desision was reached, but the discussion led to another rather sharp but good-natured one etween two of the members on another oint. Mr. Niblack (Dem., Ind.) remarked that it had hitherto been a subject of much speculation in his mind. there all the money came from to carry elections, leave ing the inference, that he supposed that all embezzle-ments went into Republican funds for carrying Indiana Mr. Foster (Rep., Ohio), also a member of the Commitand on being asked to give his knowledge, he said: "I and on being asked to give his knowledge, he said: "It comes from Fernando Wood," who is also a member of the Committee. Mr. Foster then recalled to the minds of the members the fact that his Democratic colleague (Mr. Morgan) of the last Congress had dropped, by accident, in a post-office in his district Mr. Wood's check for \$1,000, which Mr. Morgan aubacquently admitted was a contribution from Mr. Wood to aid in his (Mr. Morgan's) election.

THE TREMAIN-BUTLER BANKRUPTCY BILL. The origin of the Tremain-Butter Bankruptev bill popularly known as the "Jay Cooke bill." is still a topic of onversation in the House. It appears that the bill never had the approval of the Judiciary Committee, nor was it even read to them. The Committee authorized Mesars Tremain and Butler to prepare a bill repealing the Bankruptey law, with a provision to save pending cases. Under this authority, and with the aid of the pared the five sections of the bill that appeared expressly designed to meet the case of the bankrupt firm, and would have one bled them to get and to go on with their business. The other members of the Committee expected that a bill would be brought in saving pending cases by simply continuing them under the old law, and were surprised to hear the long, complex affair that Mr. Tremain offered, and to hear his demand for an immediate vote upon it as a

JUDGE DURELL'S CASE TO BE INVESTIGATED. Judge Dureil will have to stand the ordeal of a thorough investigation at last. The Committee on the Juiciary got pleave of the House to-day to send a Sub-Committee to New Orienus, during the recess, and take estimony in his case. If there was nothing against him but his outrageous acts of political usurpation, he might hope to escape: but there are serious charges made against him, so Mr. Butler said, of misapplication of funds and misproceedings in bankruptcy cases. It is notorious in New-Orieans that one Norton, a bright light in the Kellogg garty, has been made by Judge Durella universal receiver in bankruptcy, and respectable business men in New-Orieans assert that under the joint management of Durell and Norton, no dividends are ever paid to creditors, while Norton, if not Durell, has got rich. made against him, so Mr. Butier said, of misap

SPANISH SURRENDER.

RELEASE OF THE PRISONERS. THEY ARE TO BE BROUGHT TO NEW-YORK ON THE

JUNIATA.

SANTIAGO DE CUBA, Dec. 18, by way of HAVANA, Dec. 19.-The surviving passengers and crew of the steamship Virginius were delivered to-day to Commander Braine of the United States steamship Ju-

They were sent on board that vessel, which soon after took her departure for New-York.

WASHINGTON, Dec. 19 .- Our Consul-General at Havana telegraphs to the Secretary of State that the Captain-General bad informed him that the Virginius prisoners were yesterday delivered to the commander of the Juniata.

WASHINGTON, Dec. 19 .- The following dispatches were received here to-night:

U. S. STEAMER WORCESTER, KEY WEST, Dec. 19. The Hon. GEO. M. ROBESON, Secretary of the Navy

Our Consul at Havana telegraphs that the Virginius prisoners were delivered to the Juniata yesterday and she sailed immediately for New-York. My dispatch to the commanding officer at Santiago, he says, was transmitted by telegraph and mail yester-G. H. Scott, Rear-Admiral. HAVANA, Dec. 19, 1873.

To the Secretary of the Navy, Washington: Commander Braine telegraphs you as follows: SANTIAGO DE CUBA, Dec. 18.—The prisoners of the Virginius have been delivered to-day, 18th of December. I shall sail to-day for New-York. The Kansas and Canan-

daigua are here, awaiting orders. HALL, Consul. The Virginius, convoyed by the Ossipee, is now on

[BY TELEGRAPH TO THE TRIBUNE.] WASHINGTON, Dec. 19 .- The following has been eccived from a special correspondent :

KEY WEST, Fla., Dec. 19.-The Fortune left to-day, as expected, for Santiago de Cuba. It is reported here that the Virginius prisoners have been surrendered, and gone north on the Juniata. LATER .-- Admiral Scott has been officialty informed from Havana to-night that the Virginius prisoners were peaceably surrendered yesterday. Details are not given.

MOVEMENTS OF THE VIRGINIUS. HER DEPARTURE FROM THE TORTUGAS-NEW-YORK HER SUPPOSED DESTINATION.

[BY TELEGRAPH TO THE TRIBUNE.] WASHINGTON, Dec. 19 .- The following has been reeived from a special correspondent:

KEY WEST, Fla., Dec. 19.-The Virginius left Dry Tortugas at about 12 o'clock last night under the convoy of the sloop-of-war Ossipee, and both vessels were spoken off Key West this morning. When the Virginius left the Tortugas she had three or four feet of water in the hold, and was leaking so bacly that the steam pumps were obliged to be kept going continually to keep the water down. Lieut. Marix, the Flag-Lieutenant who brought the Virginius from Bahia Honda, was left at the Tortugas to report to Admiral Scott, and the Virginius is to go north in charge of Lient.-Commander Woodrow of the Ossipee, Master Calhoun of the Worcester, and Engineer Lamden of the Saugus. It is unofficially stated that the Virginius will be taken directly to New-York instead of Washington as at first announced. She has 22 tons of coal on board, but she will probably be towed by the Ossipee until nearly at her destination, When she may make a spurt for the entrance into the harbor without as-

STATUS OF THE VIRGINIUS. REPORTED DECISION IN REGARD TO HER RIGHT TO

BEAR THE AMERICAN FLAG. LONDON, Saturday, Dec. 20-6 a.m. Special dispatches from Madrid say there is great rejoicing there over a rumor that the Government of the United States has decided that the Virginius

was not entitled to carry the American flag. menting on the resuch a decision would be consistent with truth and

COMMENTS ON PRESIDENT GRANT'S MES-SAGE. HIS REFERENCE TO SLAVERY IN CUBA SHARPLY RE-

SENTED BY THE HAVANA PRESS. HAVANA, Dec. 18, via Key West, Dec. 19.-The Diario of to-day comments on the President's Message. It says the person who telegraphed that the President expressed himself moderately in that part of the message having reference to Spain told an untruth. Certainly the President expresses the moderation of satisfied vanity and an aim accomplished in treating of the Virginius affair; but the paragraph about Cuba deserves the qualification of "infamous libel," given to it by El Cronista. The paragraph is a recapitulation of the insults, calumnies and vulgarities which have been published everywhere against the loyalists in Cuba, and which are now for the first time published in an official document which ought to distinguish itself by correctness, style and elevation of ideas. The Diario continues: "The President handles the question of the interior rule of Spain, the progress and solution of which belong exclusively to the constitutional powers within the Spanish nation. He assumes a species of protectorate or guardianship, which would make even the weak and pusillanimous blush-which we repulse preferring death to dishonor a thousand times. We protest against the document in the name of the

Spaniards of Cuba." The Voz de Cuba says of the message :] "We have carefully read the document, which should form an epoch in American official literature." Of the part referring to the Island of Cuba the Voz says this in nothing resembles those dignified documents. elevated in views and language, in which the first magistrates of the Republic are accustomed to give an account to Congress, or rather to the nation, of its internal and external relations. It appears impossible that Mr. Fish could advise or consent to such document. The President descends into regions to him unknown, and meddles with what is not his business. The interior affairs of the Spanish provinces are not under his jurisdiction and surely he ought not to treat them in a manner as far removed from truth as from decorum. The Vor adds: "Let President Grant demand the surrender of the Virginius if his conscience permits; but he must let alone the political parties and interior masters of our country-things which are never to e meddled with. He should remember that po nation is more jealous than the American of similar interference, and as the pretensions of Great Britain were the prime cause of the war of 1812, we, imitat ing the noble conduct of the Americans of that time, are resolved to die if we cannot conquer, before allowing such interference and tutelage."

EXPENDITURES OF THE NAVY DEPARTMENT. IMPLIED CONDITIONS UNDER WHICH THE GRANT OF \$4,000,000 WAS MADE - NAVAL PREPARATIONS CONTINUED AFTER THE NECESSITY HAS CEASED.

(BT TELEGRAPH TO THE TRIBUNE.) WASHINGTON, Dec. 19.-Although both Houses of Congress have, with remarkable unanimity, passed the bill appropriating \$4,000,000 for the extraordinary expenses of the Navy Department, consequent upon the late Virginius excitement, there were certain conditions, universally understood, on which the money was voted. The Secretary reported that he had not, at the meeting of Congress, exceeded in his expenditures the appropriations for the current

already almost exhausted the money of the working bureaus of the Department, and that these must be supplied if the work is to go on. He further says in his letter of Dec. 8, that the amount required to reimburse the bureaus so as to carry them through the year, and also to put all our available monitors in order, will not be less than \$4,000,000. If our force is to be increased, or if the powerful double turreted monitors, Miantonomah, Monadnock, and Puritan, are to be put in a condition of usefulness, at least \$1,000,000 more will be required.

Since that letter was written, all danger of with Spain has passed away, and the Secretary of the Treasury has discovered that the deficiency predicted by The Tribune months ago is already upon im. Every sane man in the country can new see that all extra expenditures on the navy should at once cease. Several Senators who spoke in favor of the appropriation voted a few days ago, expressed this popular conviction. It may, therefore, be fairly stated as among the conditions of the appropriation, that the exigencies under which our naval preparations were begun having passed away, all further expenditures looking to the putting of our navy on a war footing should cease. The \$4,000,000 was voted to enable the Secretary to neet the obligations already incorred and to carry on the ordinary Business of the Naval bureaus, until the end of the fiscal year. Any part of it not needed for these purposes, he will be expected to return to the Treasury on the 1st of July next. He is not expected "to put all our available monitors in order," but the indications, coming from every part of the country during the past few days, are that the Secretary having got this large sum, supposes himself bound to spend it all, and that he is making new contracts in every direction.

A recent telegram from Norfolk, in reporting a reduction of force in the Navy-Yard at that place, says that the reduction is caused by a want of money, which, it was expected, would be supplied in a few days. Another dispatch from Philaphia, printed this morning, announced that the monitor Puritan is to be put in order and work will begin upon it soon. From these and numerous other dispatches and reports, it appears that the Secretary of the Navy is not only continuing the work of "putting all the available monitors in order," a class of vessels which every one knows were so hurriedly constructed that they will be of very little value when repaired, but he is also going on and preparing to do work which in his letter he says will require a million more. Prominent Senators and Representatives freely declare that it will be utterly impossible for the Secretary to obtain another dollar from the Treasury for the current fiscal year, should peace continue, but that he will, at the proper time, be held to the strictest responsibility for the expenditure of every dollar already appropriated. Any contracts made or work begun since peace has been assured will not be approved of, under the circumstances in which the Treasury now finds itself.

> OTHER NAVAL INTELLIGENCE. THE BROOKLYN NAVY-YARD.

The authorities at Washington have ordered the cessation of all extra labor at the Navy-Yard. The Dictator, which went into the dry-dock at the Erie Basin yesterday, the Roanoke, the Florida, and the Minnesota, will go into commission in about 10 days. The Atlantic Dredging Company has begun removing the coal from the sunken barge Upland by means of a dredging machine. The contractors have stipulated to preserve the barge from all possible injury, and expect to complete the work in 12 days. As soon as the Upland is sufficiently lightened astern she will be gently raised sufficiently to pass chains under her; then screws will be placed on either side; this accomplished, the difficulty of raising the barge to the surface of the water will be comparatively slight. The Spaniards on board the imprisoned Arapiles are highly elated at the pro-pect of a speedy release.

WORK AT THE NORFOLK NAVY-YARD,

[BY TELEGRAPH TO THE TRIBUNE.] NORFOLK, Va., Dec. 19 .- The Yard, yesterday, was the scene of a brilliant military display, the occa-sion being the arrival of Major James Lewis, who succods Lieut, Charles L. Sherman as commander of the Marine Corps at this station. The maneuvers of the corps were creditable to both officers and men. Two hundred barrels of roun for the Bureau of Construction and a large quantity of white oak timber arrived yesterday. The Savannah, now nearly completed, will not, it is thought, sail for her destination, Key next Spring. Thirty-six calkers were discharged today, and a number of ship-joiners will probably go to-morrow. The total number of men employed in departments of the Yard is now 1,251, which will be soon considerably reduced. The work on the new Galena and new sloop-of-war will be resumed as soon as the Macedonian is finished. Gunner William G. Wibber was to-day detached from service at Fort Norfolk and ordered to the Pawnee at Key West.

THE REVENUE CUTTER COLFAX AGROUND. INT TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, Dec. 19.-The following has een received from a special correspondent : been received from a special correspondent:

KEY WEST, Fla., Dec. 19.—The revenue cutter Colfax, which brought dispatches from the Navy Department for Admiral Scott, went aground on Wednesday while returning to Savannah. The messenger returned to Key West, and went north on the steamer Guil Stream, for Baltimore. The vessel is still aground, but no lives are endangered.

NAVAL ASSIGNMENTS.

NAVAL ASSIGNMENTS. WASHINGTON, Dec. 19 .- The following orders were issued from the Navy Department to-day : Master C. K. Curtis is detached from the receiving ship Potomac at Philadelphia; Acting Assistant Sur-geon J. W. Dillman is ordered to the Pawnee at Key West; Midshipman Thomas C. Wood is placed on wait-ing orders.

ANOTHER EXPEDITION TO CUBA.

REPORTED LANDING OF FILIBUSTERS. HAVANA, Dec. 18, via Key West, Dec. 19 .-It is reported that a steamer named the Santiago de Cuba has succeeded in landing a fillbustering expedi tion on the southern coast of the island, between

BRITISH SUBJECTS AMONG THE PRISONERS. NAMES OF THOSE EXECUTED ON THE 7TH OF NO-

VEMBER-NAMES OF THE SURVIVORS. Mr. Crawford, the Acting British Consul-General at Havana, has forwarded the Earl Granville the following lists of British subjects belonging to the erew of the Virginius, one containing the names of those who were shot at Santiage de Cuba on the 7th of Novem

the 8th of that month:
Shot-on Nov. 7: James Floody, second mate; Henry King, assistant engineer; Thomas Griggs of Barbadoes, fireman; Frank Good, Sierra Leone, fireman; Barney Herrald, Ireland, fireman; Henry Frank, Barbadoes, coal trimmer; James Read, Sierra Leone, ceal trimmer; Samuel Hard, Nassau, N. P., coal trimmer; Alfred Heisell, coal trimmer; Walter F. Prince, coal trimmer; George Thomas, coal trimmer; Thomas Walter, chief steward; Simon Broom, second steward; William Rose, seaman; Henry Bond, seaman, and George Thompson, seaman.

seaman.

Remaining in prison on the 8th of November: William Curtis, colored, 22 years; Samuel Hail, colored, 19 years; Sidney Robertson, 19 years; George Winster, negro, 16 years; William Marsall, negro, 10 years; Abraham Pinton, colored, 16 years; and George Burge, colored, 13 years.

ONLY ACCOUNT OF THE RELEASE OF THE VIRGINIUS.

THE TRIBUNE is justly proud of its achievements in acting the first full account from the scene of
the Virginus surrender at Bahia Hooda. Like the
father of his country. The Tribune is first in war, first
in peace and first in the hearts of its countrymen. RARE APPRECIATION.

The Herald having been beaten in its role of newsgatherer by The Tribune yesterday acknowledges its defeat by struggles to get right again. The Tribune published the only special and graphic dispatch from the scene of the Virginius surrender at Bahia Honda. That The Herald appreciated The Tribune's effort was confessed in the fact that whereas its earlier editions contained nothing concerning the surrender avecal she

THE VILLE DU HAVRE.

A SURVIVOR'S STORY.

OWARDICE OF FRENCH SAILORS AND FIREMEN-LIFE-PRESERVERS THAT HAD TO BE CUT LOOSE

-A LEAP FOR LIFE. .

The following letter has been received by Mr. R. A. Witthaus of this city from his son, who was a passenger on the ill-fated Ville du Havre:

HOTEL LIVERPOOL, PARIS, Dec. 5. My DEAR FATHER: I arrived here the night before last, very much tired, but in perfect health, after having witnessed scenes which I shall remember until my death, and after having been saved in almost a miraculous manner from an ocean grave by the mercy of God. I have so much to say that I hardly know where to/commence; and as you wil have bad more or less accurate newspaper accounts of the loss of the steamer Ville du Havre, I shall confine myself to my own personal experience. Very soon after leaving New-York we ran into a

fog, which did not leave us definitely until the 20th of November; on the second day out we lost one blade of the screw, which of course diminished our speed, so that notwithstanding the favorable winds which we had, we were only on the sixth day out at noon about halfway of our journey. I had made but few acquaintances on board and spent most of my time reading. On Friday afternoon, the 21st of November, the fog cleared off definitely and we had a fine sunset. At about 101 I went on the deck; the night was the most magnificent starlight one which I have ever seen at sea. A pleasant breeze was blowing; we had a great deal of sail set and were going along finely through a tolerably smooth sea; the weather was so glorious that I remained on deck until about a quarter past 12 o'clock, when I went below and turned in. I had been asleep but a short time, when I was suddenly awakened by a tremendous shock and a loud grinding noise, which lasted only a few seconds. I jumped out of bed and, without attempting to explain to myself what had happened, pulled on a pair of trowsers, boots, Ulster overcoat and hat, and so burried on deck. I was one of the first of the passengers to reach the deck. The engines stopped, and there was a quantity of debris lying on the deck. In looking apwards, I observed that but little of this had come down from our rigging, and then I ran to the starboard side and saw our bulwarks driven in for a length of fully 30 feet, and all the rigging of the starboard side cut away; while I was looking over the side, I saw that the steamer was settling in the water and the men were working at boats. I then made up my mind for the worst, and went aft to see what chance there was for me in the boats, for two of these were already in the water; and as I came aft I saw them put off to the ship which had run us down, and which fortunately had kept affoat and hove to about one half of a mile under our stern. These two boats were filled entirely with French sailors and firemen! Some 40 men were making frantic and useless efforts to get another boat over the side, and half of these cowardly rascals were already in the boat. Seeing that the crew was entirely demoralized, I

gave up all hopes of being saved from the steamer by a boat, and looked around me for some means of keeping affoat when she should go down. Then I saw a man near me, hammering at the taffrail with a capstan bar, and on looking closer I saw he was trying to get a life-preserver loose. I then recolected having that very day seen a sailor's knife sticking in a sheath in the flagstaff; to run and get this was the work of a few seconds, and with two cuts I loosened the life-preserver for the man whom I had seen hammering at it, and whom I recognized as a Monsieur Burbanson. I then went at the next one, which I secured for myself: then I gave the knife to a Mr. Belknap, who had broken all the blades of his pocket-knife in trying to cut a lifepreserver loose. I remained at the extreme stern of the ship for two reasons-first, because there was little or no rigging over my head to drag me down in case the steamer should sink suddenly; and, secondly, because I had noticed that the bow was lower in the water than the stern, from which I judged that she would not sink vertically, but go down at an angle, bow first, and therefore cause more suction forward than aft, proved to be the case. After I had secured around me; as I looked forward I saw the mainmast around me; as I looked forward I saw the mainmast lean over to leeward, first slowly, and then suddenly fall over the side, with a terrific crash; from the screams and groups which accompanied and followed the fall of this mast and the mizzen-mast, which was dragged along with it. I knew that many persons had been killed or crushed more or less severely under the wreck. It then occurred to me, suddenly, that if I remained on board the steamer until she went down, that I would find myself in the water among a crowd of others, some of whom might seize and drag me down; so I took off my shoes, coat, and hat, put on my life-preserver, got upon the rail, committed myself to the mercy of God Almighty, and jumped over the stern.

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I sank of course at first, and then came to the surface again; then, after getting the water out of my eyes. I turned around and just saw the stern and mast of the steamer going under; at a short distance from me I saw a piece of wreck, upon which were two French sailors. I pushed forward until I got bold of this, and shortly afterwards Mr. Belknap swam up and got hold of it also. We remained in the water they say an hour or more—to me it seemed an eternity, with the black water around us, the cold stars above, the shrieks all around; and once our piece of wreck got entangled with a floating corpse, which we had great trouble in getting rid of. After a time my trowsers, being soaked with water, got too heavy for me, so I loosened them and kicked them off; so that when I was finally dragged into a boat, I had only my night and undershirts on, and I was nearly frozen. When I got on board the English ship I obtained some clothing from the sailors, and swallowed a stout drink of brandy, which revived me sufficiently to enable me to patch up some of the many persons who were scratched or bruised in various ways; as for myself. I had not as much as a pin-scratch. To describe the harrowing scenes which occurred on the ship Look Earn, as boat after boat brought in some half-drowned sufferers, is impossible; men and women, but alas! only one child, were brought in, naked or nearly so, almost frozen, half drowned, and all but three having lost some dear one, whose dying screams still sounded in their ears. One man had received a bad wound in the head, which had, I hope but temporarily, destroyed his reason; his groans and howls were dreadful to hear. In the midst of all this, O how thankful I was! and especially so for the fact of having been the only one of our family on this ill-fact steamer.

Owing to he bad hole in the bow of the Loch Ea

eight days landed at Cardiff at 4 o'clock last Monday morning. From there I telegraphed to you in New-York and dear mother in Paris. The agent of the French steamship company furnished us with clothing enough to cover our nakedness, and gave us £6 sterling cach. We reached London Monday night, tired and hungry, and on Tuesday I visited our cousin Gabriel I. Witthaus, got from him £50 sterling, and on reaching Paris on Wednesday I found already a note from the Messrs. Munroe & Co. saying that they had received a cable credit for me from their New-York house; many thanks to your kind promptness. I have, of course, lost all my effects; but health and life are saved! I must close now to catch the post. Will write again by next mail, With best love, your devoted son.

Rudolph A. Withhaus, jr.

HOW COLLISIONS ARE LIKELY TO OCCUR. REGLIGENCE OF LOOKOUTS-A CASE FROM EXPERI-ENCE-THE STATEMENT OF CAPT. SURMONT RE-VIEWED.

FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE. LONDON, Dec. 6.-In all the reports of the Ville du Havre catastrophe there is nothing like an account of the causes of her collision with the Loch Earn. The officer in charge of the steamship is dead, and we shall never get his version of it unless the spiritrappers will be good enough to rap it out of him. e sailors do not know or will not telt. The writer of a letter recently published is inclined, from his experience, to believe the lookouts on the forecastle were coiled away usleep junder the bulwarks, which possible enough. A more goveral theory in that

PRICE FOUR CENTS. the Loch Earn was seen in time to avoid the collision, but that the officer on the Ville du Havre,

miscalculating her distance or speed, believed he could run scross her bows, and was cut down in trying. An incident in my own experience may throw some light on the question how collisions with a French ship may sometimes occur in seemingly impossible circumstances.

In the Autumo of 1869 I was a passenger on one of

the steamers of the well-known Messagries Im périales from Marseilles to Alexandria. We found ourselves one moonlight evening making our way through the Staits of Messina. It was light enough to distinquish a ship some miles off, the shores of Italy and Sicily were clearly visible, there was no wind, the sea was still, and we were going about ten some two miles distant standing across our bows. The moenlight falling on her sails made her a pretty object. As the steamer and the brig drew nearer, we rather wondered that the steamer neither slowed her engines nor changed her course, for it was plain that the two were coming very close. A few minutes later the brig struck the steamer amidships with a crash which brought down on deck all the canvas she had set-and she was under full sail-with yards and pretty much all her top hamper. Luckily for us, brig at the last moment had put her helm hard up, and so struck us at an angle instead of bows on: otherwise we might have had a hole in our side like the unhappy Ville du Havre. Our engines were stopped amid a chorns of shricks and curses from the brig, on whose deck, so far as we could judge, everybody had been either killed or wounded by the falling tackle. The jcaptain of the steamer and the passengers rushed up from below, and for the next two hours we had an assembly nearly as noisy as the one now at Versailles, though better-tempered. After it had been settled that we were not going to the bottom, and that our friends in the brig were uninjured except aloft. inquiry arose how such a thing could happen on such a night. It turned out that the officer of the deck and all the other officers were below, that the watch was asleep in the bows, and that the individual on the bridge in charge of the steamer was a quartermaster so near-sighted that he could n't see ten yards in front of him, and of course he had not seen the brig at all. The sworn statement of the captain of the Ville

du Havre to the Collector of Customs at Cardiff is published. It leaves us pretty much where we were in respect to our knowledge of the causes of the collision. Capt. Surmont was asleep in his cabin on deck, woke without notice just before the collision, though his strict and written orders were to be advised of the least incident that occurred," saw the Loch Earn "right ahead" as he left his cabin, rushed to the bridge, and reached it just as the collis ion took place. "My ship's helm," says Capt. Surmont, 'had been put hard a-starboard, but we could not clear." When the belm was put hard a starboard, the captain does not, probably cannot, say. Andrew Enault, a seaman on the Ville du Havre, who was one of the watch on deck, says that when he first saw the Loch Earn it was "by her figure in the water," which seems to mean her shadow in the moonlight. He saw no lights till after she had got astern, then saw them. The Ville du Havre had three lights burning brilliantly. It is just as much sever a matter of conjecture how long before the collision the Loch Earn was sighted from the Ville du Havre, and whether it was then too late to do anything effectual, or whether the lights were seen in time and the wrong thing done by the steamer. As to the Loch Earn, she was, according to the reported testimony of Capt. Surmont, going closenauled, and she had a right to the road whether she

A VALUABLE WORK OF ART LOST. A Paris paper mentions that Meissonier's well-known picture, "The Three Friends," was lost in the Ville du Havre. It had been engraved, and was exhibited in Paris in 1848 and again in 1864. It was insured

GENERAL FOREIGN NEWS.

THE ASHANTEE WAR. THE KING OF DAHOMEY AN ALLY OF THE ASHANTEES

Dispatches from the Gold Coast announce that the King of Dahomey has joined the Ashantees. The fever continues among the British troops, and 160 nvalids have been sent to St. Heiena.

AFFAIRS IN CURA

COLUMN OF SPANIARDS ENTRAPPED INTO AN AM-BUSCADE-CENSORSHIP OF THE PRESS.

HAVANA, Dec. 18, VIA KEY WEST, Dec. 19 .-Advices from insurgent sources state that a column of 500 Spaniards set out on Monday last to surprise a depot of arms and ammunition near Guaimaro, but fell into mez, with 600 cavairy. Only 100 Spaniards escaped. Their commander and 200 soldiers were killed, and the remainder were taken prisoners. The Cubans subse-quently released the guerilla Major Martelique and other officers, and after attending to the wounded sent them under escort to the vicinity of the Spanish lines. Spanish column under Col. Arminan has started in pursuit of the insurgent force.

Representatives of the Republican journals of Cuba have waited on the Colonial Minister, and presented a document remonstating against the censorship, and declaring that their journals will be compelled to cease publication unless the rules are modified or abjorabed.

THE TROUBLES AT MATAMORAS. FFORTS TO PREVENT CORTINA FROM BEING DE-

CLARED ELECTED MAYOR-CORTINA'S FRIENDS UNDER ARMS. MATAMORAS, Dec. 19.-There are apprehen sions of serious troubles growing out of the election for Mayor of this city. EGen. Cortina, who received a ma-

jority of the popular votes, is obnoxious to the present city authorities, who are endeavoring to prevent him from being declared elected by the return of the judges when they meet next Sunday. Four or five hundred o Cortina's friends are said to be under arms with a view to sustaining the claims of their chief. The city authorities are represented to have applied to the National Government by telegraph for the support of the Federal troops in this city, which was denied.

The guard of Federal troops has been withdrawn from the public buildings, and the city_authorities have remain neutral in the contest, Gen. Cortine will doubt-

JUDICIAL ADMINISTRATION IN CANADA. A MEETING OF THE BAR OF QUERRO

QUEBEC, Dec. 19 .- A numerously attended ecting of the Bar was held in the Court-house te-day to take into consideration means of bringing the present adition of the Court of Queen's Bench under the not of the Minister of Justice. The following resolution was

Resolved, That the administration of Justice in the Court of Queen's Bench has been of late years medicions and such as to destroy the confidence which it as the highest tribunal in the country should enjoy, and that the Bar of the district of Quebec is of the opinion that a speedy reorganization is absolutely necessary for the protection of suitors and disposal of causes ponding before the Court.

A copy of the resolution is to be transmitted to the Minister of Justice, at Ottawa, and to the Attorney General of the Province of Quebea.

In the French Assembly yesterday the bill nereasing the salary of President MacMahon was

The report that M. Bertholdi of the French Legation at St. Petersburg has been appointed French Minister to Washington is confirmed.

The offices of the Diario de la Marina of Havana were entered by burglars early yesterdaymorning. The Administrator and his nephew were tied gagged, and their lives threatened. The burgiars, after securing about \$28.000, decamped with their booty.